

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4180.

日三十月二年九十二緒光

WEDNESDAY, MARCH 11, 1903.

三月十一號

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,916,000

Head Office—YOKOHAMA.
Branches and Agencies,
TOKIO, KOBE, NAGASAKI, LONDON, LYON, NEW YORK, SAN FRANCISCO, HONOLULU, HOMIAY, SHANGHAI, TIENTSIN, PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " " "

TARO HOODAMI, Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$15,500,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
G. Balloch, Esq. | D. M. Moses, Esq.
Hon. C. W. Dickson | H. Schubert, Esq.
E. Goetz, Esq. | Hon. R. Shewan.
G. H. Medhurst, Esq. | N. A. Siebs, Esq.
C. Michelau, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.
Hongkong, 16th February, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$24,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shing, Esq. | J. Laus, Esq.
Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:

Meissner, N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

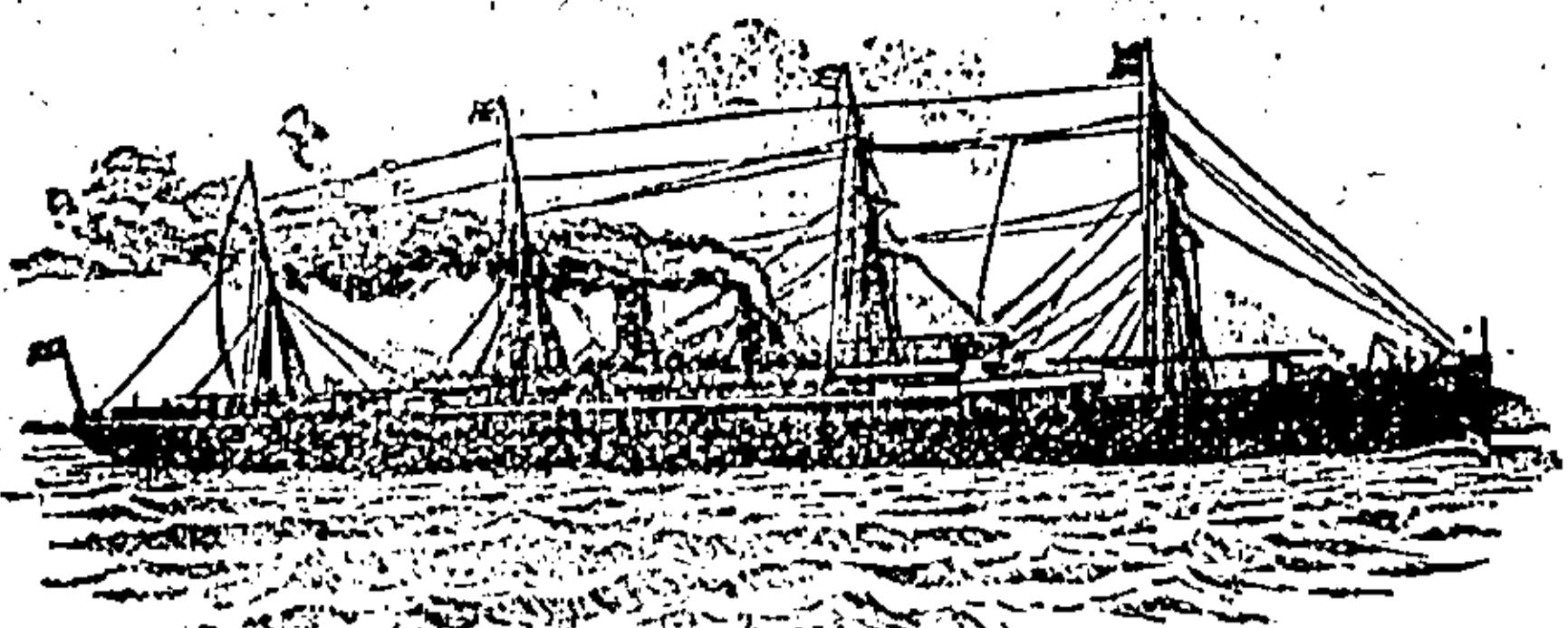
H. FIGGE,

Manager.

Hongkong, 4th October, 1902. [16]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	TUESDAY, 17th March, at Noon.
"CHINA"	TUESDAY, 24th March, at Noon.
"DORIO"	WEDNESDAY, 1st April, at Noon.
"NIPPON MARU"	SATURDAY, 11th April, at Noon.
"SIBERIA"	SATURDAY, 18th April, at Noon.
"COOTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 12th May, at Noon.
"GAELIC"	FRIDAY, 22nd May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, and SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4, in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 7th March, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "ATHENIAN".....	3,882 Tons.....	WEDNESDAY, 18th March.
" " "EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st April.
" " "EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd April.
" " "TARTAR"	4,435	WEDNESDAY, 6th May.
" " "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th May.
" " "ATHENIAN"	3,882	WEDNESDAY, 27th May.
" " "EMPERESS OF CHINA"	6,000	WEDNESDAY, 3rd June.
" " "EMPERESS OF INDIA"	6,000	WEDNESDAY, 24th June.
" " "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 15th July.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 14th February, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER FRACHTDAMPFER DIENST.
OSTASIATISCHER FRACHTDAMPFER DIENST.(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS 1st, THE LEVANT; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.	
STEAMERS.		
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	17th Mar. Freight.
von Drehen	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th Mar. Freight.
RAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	7th April. Passengers.
Kirchner	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st April. Freight.
KONIGSBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th May. Freight.
Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st May. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th May. Freight.
SERBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th June. Freight.
Brehmer	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June. Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	19th June. Freight.
Jager	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	26th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, Queen's Building.

Hongkong, 27th February, 1903.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instruction

to sell by PUBLIC AUCTION,

TO-MORROW

(THURSDAY), the 12th March, 1903,

at 10 A.M.,

at H.M. NAVAL YARD,

VICTUALLING OBSOLETO AND

CONDENMED STORES—

Comprising—

OLD BRASS, COPPER, IRON, PAPER

STUFF, CANVAS, FURNITURE,

GLASSES, CLOTHING, IMPLEMENTS,

&c., &c.;

One COMP-ENGINE ex No. 20

TORPEDO BOAT; by Remic, 400 h.p.;

ALSO

One STEAM-LAUNCH ENGINE and

SUNDRY MACHINERY.

Catalogues will be issued.

TERMS OF SALE.—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 11th March, 1903. [281]

NOTICE TO SHAREHOLDERS.

Intimations.

HONGKONG AND KOWLOON WHARF
AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY

ANNUAL MEETING of SHARE-

HOLDERS in the above Company will

be held at the COMPANY'S OFFICE No. 2, Con-

naught Road, at N.O.N., TO-MORROW,

the 12th MARCH, for the purpose of receiving the

Report of the Directors, with a Statement of

Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company

will be CLOSED from the 2nd to the 12th

MARCH, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 11th March, 1903. [290]

NOTICE.

THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS will

be held at the COMPANY'S HOTEL on FRIDAY,

the 13th March, 1903, at NOON, for the purpose

of receiving Statement of Accounts of the

Company to 31st December, 1902, with the

Report of the Directors, and to discuss any

matter that may be competently brought

before the Meeting.

The TRANSFER BOOKS of the Company

will be CLOSED from the 2nd to the 13th March,

both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 2nd March, 1903. [292]

NOTICE.

THE TWENTY-FIRST ORDINARY

ANNUAL MEETING of the SHARE-

HOLDERS of the Company will be held at the

OFFICES of the General Agents, Pedder's

Street, on TUESDAY, the 17th March, 1903,

at 11 A.M., for the purpose of receiving the

Report and Statement of Accounts to 31st

December, 1902.

The TRANSFER BOOKS of the Company

will be CLOSED from the 3rd to the 17th

March, both Days inclusive.

JARDINE, MATHESON & CO.,

General Agents.

Hongkong, 25th February, 1903. [293]

NOTICE.

THE TWENTY-FIFTH ANNUAL

MEETING of the SHAREHOLDERS of

the Company will be held at the OFFICES

CHINESE ENGINEERING AND MINING CO.

SOME FACTS THAT AWAIT EXPLANATION.

The report of the meeting of Chinese shareholders in the great Chinese Engineering and Mining Company (Tientsin, China), which was held some time back at Tientsin, is given a prominent place in recent Anglo-Chinese papers (says the *Pall Mall Gazette*) and is very interesting reading indeed. To all appearance, the European directors owe the Chinese shareholders, to say the least of it, a tardy explanation of their apparent failure to comply with the terms of the memorandum under which the old Chinese company was reorganized and registered in England at the end of 1900.

At the opening of the proceedings at the shareholders' meeting referred to, his Excellency Chang Yen-mao sketched the events of 1900, and explained that in view of political and military possibilities and an uncertain future, it was in that year thought advisable to register the company under British laws for the dual purpose of protecting the property and opening the doors for the influx of European capital for the development of the natural resources of the Empire. Unfortunately the agreements drawn up in connection with this transaction of far-reaching consequence had in only too many instances been disregarded and violated by one of the contracting parties, so much so as to jeopardise the validity of those agreements. He wished it to be understood that the meeting adhered unconditionally to the agreement of February 19th, 1901; their desire was to see that deed upheld and respected and they were prepared to meet those animated by a similar goodwill with the firm intention and resolve that they should not suffer by the support they might give in securing justice.

Thus far his Excellency. The next speaker opened the book, if we may be pardoned, the metaphor, of which these remarks formed the promising index. This was Mr. Detring, to whom had originally been entrusted the task of conversion of the old company. He first of all referred to the scanty information supplied by the London board, and complained that the conditions of the transfer had not been carried out. A brief sketch of the circumstances followed, from which it appeared that in the summer of 1900 Mr. Detring was consulted by his Excellency, the previous speaker, who was director-general of the Kaiting Mines, as to the best means of securing the property from exaction. It was ultimately decided to admit foreign capital and register the concern as an English company. The registration might have been effected in a short time in Hongkong, but extra capital was required.

Paraphrasing, but in no material sense departing from, Mr. Detring's interesting narrative, we may state that Mr. Hoover, as representative and adviser of Messrs. Bewick, Moreing, and Co., was at this time in Tientsin. He was consulted, and undertook a mission to London, where he formed a company of £1,000,000, of which the Chinese scrip should rank as £375,000; of the balance, £625,000 was to be called up at once, and the remainder as required. Mr. Eames, "the only lawyer in those parts at the time," drew up the necessary legal document, and Mr. Hoover left for London. He returned in January to report that the company had been duly formed, and that Mr. de Wouters, highly recommended as the representative of Belgian financiers, had been associated with him. A telegram from the Bank d'Outre-mer of Brussels, notified the payment of the first instalment of capital, £100,000; so that, the main condition having been complied with, the transfer of the old company to the new was duly signed on February 19th, 1902. With it was signed a deed setting forth the conditions of the transfer.

Up to this time the management had nominally been conducted under the superintendence of the China board, but now a crowd of employees arrived from Europe without the slightest knowledge on the part of the China board that they were coming. Messrs. Hoover and de Wouters left for Europe in September, 1901; and Mr. Detring summoned a meeting of the heads of departments and read over the conditions of transfer. Two months previously news had casually come to Mr. Detring's notice of a debenture issue of £500,000 at 6 per cent. The debenture carried a bonus of £350,000 in shares standing at 70 to 100 per cent. premium at the date of issue. "So the reason of the issue," as Mr. Detring truly goes on to say, "was not apparent." Nothing satisfactory by way of explanation of these strange happenings could be gained from either Mr. Francq or from Mr. Trouet, managing director from Brussels, who came out just afterwards to try and arrange the points of difference. In July, therefore, Mr. Detring wrote to the company's solicitors, warning them that he would wait no longer, but would take action to remedy the grievances.

As regarded the financial position, said Mr. Detring, the Chinese board contend that the £625,000 allotted to the promoters is excessive, whereas the other side say they can justify it. That was a question the meeting could not decide; but they would say that such justification appeared to them, impossible, and they intended to devote all their energies to following up the matter. The above is, of course, an *ex parte* statement; and the other side may have an answer to many of the suggestions of irregularity. But on the face of it, a very strong indictment indeed is made out against the European heads of this remarkable company. That matter of the 6 per cent. debenture issue, for instance, needs a lot of explanation, assuming Mr. Detring's statement to be correct as to the manner in which it was raised—that is, without consultation with the Chinese board.

Why it should be raised at all if the shares were at the enormous premium stated, and there still remained a large number of ordinary shares unissued, may well puzzle the unprejudiced reader. At the end of the meeting a committee was appointed to inquire into the whole situation consisting of five Chinese and six Europeans. A resolution was also passed recording the opinion that the success of the enterprise demanded strict observance of the terms of the deed of transfer, with memorandum attached, particularly as regards the management of the company by a China board; that the attempt to administer the company from Europe, as at present, was at variance with the company's solemn obligations, and did not warrant the confidence of the shareholders in the directors. The resolution further empowered the old committee nominated by his Excellency Chang Yen-mao on behalf of the shareholders in the old company to negotiate, with a view to securing a satisfactory settlement with the directors in London of all unsettled questions regarding finance and management.

The memorandum of reorganization sets out that Mr. Detring, on behalf of the old company, signed a deed of sale with Mr. Hoover, acting on behalf of Mr. C. A. Moreing, of London, placing Mr. Moreing in a position to take the necessary steps with regard to the raising of capital in Europe and registering the company under British laws. The following are the main provisions in the memorandum:

Chinese shareholders to receive twenty-five shares of £1 each for each original 100-tael share. All loans from the Imperial Government to be repaid as quickly as possible; 20,000 taels to be paid out of the first funds. Shareholders, whether Chinese or foreign, to have equal votes at all meetings when the company's affairs are discussed and questions decided. Management of company to be conducted by two boards: one in China and one in London. H.E. Chang Yi to be Director-General resident in China as before, and have equal powers with the foreign directors in China. London board will be elected by all the shareholders, Chinese and foreign. Company to be managed so as to make Chinese and foreign interests harmonize on a fair basis of equality, so as to open an era of co-operation and protection that will enrich the Government and the people. The signatures appended are those of Mr. H. C. Hoover, C. de Wouters, Chang Yen-mao, and G. Detring; the witnesses to all being Alfred S. P. White-Cooper and C. D. Tenney.

It would be interesting to know how far the recent visit of Mr. C. Algernon Moreing (a London director of the company) to China has resulted in satisfying the demands of his clamorous Chinese colleagues. As he is posting back to London as quickly as possible, in order to see into the Great Fingal affair, we may not have long to wait for an answer.

Meanwhile, it is worthy of note that the voluminous report of Messrs. Bewick, Moreing, and Co. ("per H. C. Hoover"), gives June, 1900, as the date of the completion of the inspection of the property, contains a list of directors that takes no account of the existence of a Chinese Board. It is not difficult to understand the chagrin of the Chinese view of the provisions of the memorandum of reorganization, and, considering the importance of this enterprise, and the high standing of those associated with it, the explanation of the parties whose action is so directly challenged will be awaited with considerable interest.

Intimations.

GOVERNMENT NOTIFICATION.

APPLICATIONS are invited for the Post of CHINESE TRANSLATOR in the REGISTRAR GENERAL'S DEPARTMENT.—

SALARY—£1,500 a year rising by biennial increments of £200 to £2,400.

QUALIFICATIONS—Correct knowledge of English; ability to Translate Chinese Editorials into English, and to Translate Laws, Regulations and Speeches into Chinese, and vice versa.

Candidates must submit themselves to examination by the Interpretation Board.

Applications should be sent to the REGISTRAR GENERAL on or before the 27th instant.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 10th March, 1903. [302e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place on 20th March, 1903, from a position on Chin Lan Chun Hill (1700) towards target placed on East side of Nau Tau Kok (1980).

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 10th March, 1903. [302e]

TO BE PUBLISHED SHORTLY

A NEW STREET INDEX,

BY ARTHUR CHAPMAN,

GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to

THE GOVERNMENT ASSESSOR,

The Treasury.

Hongkong, 16th February, 1903. [302e]

WANTED AT ONCE.

A PORTUGUESE as MASTER of a Steam Lighter running between Hongkong and Macao.

Applicants must have necessary Certificates.

Apply Office of THE GREEN ISLAND CEMENT CO., LIMITED.

Hongkong, 6th March, 1903. [302e]

A SK for ASAHI JAPANESE BEER—

A. G. Gillett.

[302e]

Hotels.

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL, situated at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD and on the Trunk Road of the Projected HONGKONG-CANTON RAILWAY, is FOR LEASE ON VERY EASY TERMS.

owing to Proprietor having to leave the Colony.

The Elite Establishment, patronized by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepot of trade.

An exceptionally large and showy building, capable of extension, with large piece of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First Class Hotel and is a profitable investment, is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed, to any one making Bonâ Fide Offers for Lease, &c. For full Particulars apply to

H. RUITONJEE,
D'Aguilar Street,
Hongkong.

Hongkong, 23rd February, 1903. [220e]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Rooms specially reserved for Captains of the Merchant Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hot at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

THOMAS' HOTEL.

No. 2, QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, having changed hands, has been re-fitted after the style of a First-Class Foreign Hotel, with rooms en suite and singly furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks and Merchants' Offices.

MODERATE TARIFF.

Hongkong, 18th December, 1902. [1386d]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the 13th instant; and the Goods will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ss. S.S. Somali*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th March, 1903. [14]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM TACOMA, SEATTLE, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Claims will be admitted after the 17th instant; and the Goods will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

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Intimations.

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SHERRY.

Per doz. Per bot.

B. SUPERIOR PALE DRY,	Dinner Wine, Green Seal Capsule	\$12.00	\$1.00
C. MANZANILLA, PALE NATURAL SHERRY,	White Capsule	1.50	1.20
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule		16.00	1.40
D. VERY SUPERIOR OLD PALÉ DRY, Choice Old Wine, White Seal Capsule	18.00	1.50	
E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00	2.25	

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres:

LIGHT DRY	\$16.50	\$1.10
SOLERA	2.40	2.00
VERY PALE DRY	2.40	2.00
FULL GOLDEN	27.00	2.25
PALE DRY NUTTY	30.00	2.50
FINE OLD BROWN	40.00	3.50

MADEIRA.

GOOD	\$16.50	\$1.10
FINE	27.00	2.25

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING AND PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.
Hongkong, 8th July, 1902.

[728]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.DINNERS AND TIFFINS SERVED
ON SHORT NOTICE.OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.
Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902. [1339]

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy Daily, ten cents; Weekly, twenty-five cents.

LeMunyon has everything in the photographic line strictly fresh. Call and see him, 31 Des Voeux Road, Central.—Advt.

"CHINESE Engineering and Mining Co.; some facts that await explanation," is the title of the reading matter on page 3.

A PEKING despatch in the *N. C. D. News* from a reliable source states that the Empress Dowager, taking with her the Emperor and other members of the Court, intends to make a stay of at least one month in the new Palace at Peking on her return from the visit to the Western Imperial Mausolea next March, or April. This absence of the Court from Peking for such a long time may, or may not, be fraught with important consequences in the near future, which time only can tell. Still forewarned should be forearmed.

The Peking-Paoing Railway authorities have been informed by Prince Ching to the effect that the Empress Dowager, dreading the inconvenient publicity of embarking for Paoing at the railway terminus of Hsiaochiau, had expressed the wish to do so at the Young Ing-gate of the Capital. This will, therefore, necessitate a short extension of the line to that gate and the construction of a special stage for the convenience of the Empress Dowager in mounting her railway carriage. As there is no gainsaying the Imperial caprice, Viceroy Yuan Shih-k'ai, as one of the principal directors of the line, has given the necessary instructions to conform with Her Majesty's desire.

For numbering your Checks and Subs, Card Systems, Druggists' Prescriptions, Labels, Drafts, Orders, Receipts, Letters and all Documents that require correct and legible numbering, use the "Follett Numbering Machine". Do not miss our chance but get one at LeMunyon's.—Advt.

A. NEW YORK telegram to the *Cablenews*, dated 6th inst., says that the condition of Pope Leo has again changed for the worse and the gravest fears are entertained for his recovery. The attack of dizziness which seized him several days ago has developed into what his physicians believe is vertigo and this, added to the great age of His Holiness, make his recovery very uncertain. Representatives of most of the nations of Europe have sent condolences and best wishes to the afflicted pontiff. The number of persons who have access to his presence has been greatly reduced and every precaution is being taken to prevent any complications of his disorder. A day of prayer has been set in Rome and the population manifests the greatest solicitude.

It is reported from Peking that H.E. Prince Su is intending to send his son and heir to Hongkong and Singapore for a short tour, as these are the nearest places to China where British progress amongst Chinese is the most apparent to the eye.

In our issue of the 9th instant, referring to the billiard tournament at the St. Patrick's Club we erroneously stated that among the competing teams were those of Mr. Mills and the Hongkong Club. The teams in question should be that captained by Mr. C. Warren.

It is rumoured that the Japan Government intends to monopolize the manufacture of cigars from the 37th fiscal year, deferring the question of the manufacture of cigarettes until after fuller inquiries have been made. When will this species of economic outrage cease? asks the *Japan Daily Advertiser*.

THE Agricultural and Commercial Department has now issued corrected returns of the Japan rice crop last year. The total crop was 36,993,359 kokus, being a decrease of 995,985 kokus as against the yield of the previous year. As compared with the average crop, the yield shows a falling-off of 3,656,859 kokus.

FIRE IN DES VOEUX ROAD, WEST.

THIS AFTERNOON.

Shortly after two o'clock this afternoon, the Fire Brigade Station and the Central Police Station were notified by No. 7 Police Station that an outbreak of fire had occurred in Des Voeux Road, West. The Fire Brigade, under Chief Inspector Mackie, and Assistant Deputy Superintendent P. P. J. Wodehouse, located the fire in No. 316 Des Voeux Road, West, the premises being occupied by Messrs. Wo Sing & Co., dealers in fancy matting. Two hoses were at once directed on to the fire and this, combined with the hose supplied by the No. 7 Police Station Fire Brigade section under Inspector Baker, soon checked the spreading flames. The damage done was not great, only the kitchen and some large packages of matting being burnt. We are informed that the premises are insured with Messrs. Siemens' and Reuter Brocklemann's. The fire was first discovered by Detective Sergeant Kerr and Bevett, who saw smoke issuing from the premises. What might have been an accident attended by grave results happened to H. C. Shepherd. In his ardour to fight the flames, he rushed into the building and had arrived at the kitchen, where the fire originated, when he was met with a shower of masonry, the roof of the kitchen having given way. Luckily his stout helmet saved his skull. When he came out of the house he was covered from head to foot with masonry and dust. The origin of the fire is unknown.

PETTY larceny has recently been of frequent occurrence, but the report given us by the police to-day is one which shows what the light fingered gentry will resort to, in order to get anything that will bring them cash. The latest is to the effect that several street lamps have been stolen. These thieves pass them off as employees of the Gas Company, and in this guise carry off the lamps. No arrests have yet been made.

THE price of rice and of many other commodities is high and seems to be advancing from year to year. There is also quite a general demand for increased wages and salaries. The Foochow correspondent of the *N. C. D. News* is told that there is considerable grumbling, but the people in general seem remarkably patient when all things—including the heavy exactions of the officials—are taken into consideration.

It is expected that a large number of Chinese officials and gentry from the Northern provinces will visit the Osaka Exhibition this summer, quite apart from the official representatives of Peking, owing to the very friendly feelings entertained since 1900 for Japan by "the sons of Han." There is every probability also of Viceroy Yuan Shih-k'ai sending his only son, Mr. Yuan Yun-tai, to the Exhibition. He will perhaps be accompanied by Tuotai Tang Shao-yi, Tientsin Customs Taota, and Liang Fu-peng, prefect of Tientsin.

Forecast—Variable winds, light to moderate showers.

COTTAM & CO. FOR GENTS' BATHING GEAR.

COLLISION IN THE HARBOUR.

Before the Puisne Judge, His Honour A. G. Wise, at the Supreme Court this morning, Mr. E. J. Grist, on behalf of a Mr. Lo Kam Loy sued the Hongkong and Whampoa Dock Co., Ltd., for \$350 as damages. Mr. H. W. Looker appeared for the defence. The damages were alleged to have been caused by the defendant's tug *Fame* colliding with the plaintiff's cargo boat, in Hongkong harbour, on the 12th December last.Several witnesses were called, and from their evidence it appeared that the cargo-boat was made fast along side of a towing launch proceeding from the Canton Steamboat wharf to the Empress steamer then in port. The *Fame* was heading in a westerly direction, and in attempting to pass under the stern of the other craft, struck the starboard quarter of the cargo-boat.

It was admitted by the defendant to have been his duty to have kept out of the way, but it was at the same time contended that the plaintiff had contributed to the collision by going astern, after giving two blasts on the steam-whistle, indicating that he was altering his course to port. The plaintiff did not produce witnesses to deny this, because, as Mr. Grist said, they were not at the present time available. Judgment was given for the defendant company with costs.

AT THE THEATRE.

"THE LIARS."

Not many years ago it was fashionable to discuss the prospects of a union—between the Church and the stage. No particularly definite idea seemed to be promulgated, but in looking back at this, can one call it scheme, it is perhaps worth noting how curiously the two have changed places with regard to their tea-hangs, or perhaps, to be more accurate, in the hopes for the future that they put before us. Our religion was not formerly given to us in a comforting form; our pill was not, by any means, prescribed sugar-coated and from the ordinary sinful mortal's point of view the prospect was anything but satisfactory. But how some teachers limit our future punishment, whilst others boldly "do away with it altogether giving us a much more comfortable doctrine. This stage, curiously enough, used to send us away comforted, having satisfactorily proved that everything ended "in a happy ever after" manner. Under the new regime the characters, after going out of their way to meet all possible trouble, at the fall of the curtain always appear to be endeavouring to settle down to spending the remainder of their life in a state of misery, and send the audience home in a hopeless pessimistic frame of mind.

Last night the great pleasure was afforded of seeing the Brough Comedy Company in Henry Arthur Jones' play *The Liars*, and we must certainly say that their rendering of the piece, familiar no doubt to a great number of the audience, merited even greater applause than fell to their lot. So far as the play itself is concerned there is the old familiar story of the husband, who has ceased to be a lover, and the man who is not the husband, but who has become the lover. The wife in the case is a society lady, who, evidently finding time hanging heavily on her hands, adopts the dangerous expedient of keeping a lover at her side—but always at a distance of three feet, when discussing love matters. Manifestly this is a hot-headed lover the distance rapidly decreases until, after a sad indiscretion, a dinner arranged *a la deux* at the Star and Garter Shipperd his husband's ire is aroused and explanations are demanded. Her friends lie most persistently in her behalf, but owing to misunderstandings the lying is not successfully carried out, and on the husband confronting the lover that individual, after a futile exhibition of truth perversion makes a bold declaration of his passion for the other man's wife. From here the play seemed unsatisfactory, the husband, accepting the situation too readily in view of his "see to the bottom of the matter" attitude taken previously, while the characters generally appeared to talk palpably at finishing up the story in the one Act left. The curtain falls with the wife and husband, going to make the best of life together, and the lover off to a distant land to drown his troubles in the task of keeping natives in order—always a favourite medicine with lovers when the course does not run smooth. The particular weak point of the play is the easy manner in which the situation is smoothed in Act IV—the husband too suddenly turning from the most obstinate to the most forgiving of "hubbies" between Acts IV and V. As a whole the play, which is most certainly a study in liars, seems to rely mainly upon smart cynical conversation at the expense of the world in general and womankind in particular, and one is apt to leave the theatre with a lower opinion of mankind and womankind, especially the latter, than one had previously, and an idea that it is inadvisable to tell the truth until steady lying has failed. Mr. Brough is splendid as Col. Sir Christopher Dearing, and goes far in that character to redress one's low opinion of humanity as gathered from the play in general. His acting in Act VI, when endeavouring to persuade the husband and wife to let bygones be bygones, is very fine. Mrs. Brough, as Lady Jessica Neaper, played to perfection the part of the vain, foolish, and untruthful wife and, if possible, strengthened her position as the favourite of Hongkong audiences. Mr. W. T. Lovell, as Edward Falkner, gave a fine representation of the hot-headed, dare-everything lover; whilst Mr. Leslie Victor, as Freddie Tatton, scored a big success as the respected husband of the "Algy" type. Mr. Orland Daly, as Gilbert Neaper,the husband, Mr. M. McLean and his brother, and Mr. Percy Walsh, as Mr. Archibald Coke, a fussy old hypochondriac, were all excellent in their respective parts, and Mr. McIntyre, as the waiter, was like his saucy "magnifique." The *Lady Rosamund Tatton* of Miss Temple, the *Dolly Coke* of Miss Brenda Gibson, and the *Beatrice Eberne* of Miss Helen Boyle were faithful delineations, the two former lying to the best of their own ability on behalf of the frail wife. Mrs. Creeping, the lady who puts matters in their most unpleasant aspect, received full justice at the hands of Miss Susie Vaughan. So far as the staging of the play was concerned, we can only say that it was in line with the Company's previous productions, and, as Hongkong audiences can testify, this is no light compliment, and with the minor parts well filled as those of the major the result was that, so far as staging and acting was concerned, the play was a huge success.

Colonel Sir Christopher Dearing, Mr. Brough, Edward Falkner, Mr. W. T. Lovell, Gilbert Neaper (Lady Jessica's husband), Mr. Orlando Daly, George Neaper (Gilbert's brother), Mr. M. McLean, Freddie Tatton (Lady Rosamund's husband), Mr. Leslie Victor, Archibald Coke (Dolly's husband), Mr. Percy Walsh, Waiter at "The Star Garter," Mr. McIntyre, Gaily (servant to Freddie Tatton's Mr. Higson), Taplin (Sir Christopher's servant), Mr. Edwards, Footman at Calogero Gardens, Mr. Harrison, Lady Jessica Neaper (Slater), Mrs. Brough, Lady Rosamund Tatton (Slater), Miss Temple, Dolly Coke (Their cousin), Miss Brenda Gibson, Beatrice Eberne, Miss Helen Boyle, Mrs. Creeping, Miss Susie Vaughan, Faris (Lady Jessica's Maid), Miss Gillies Brown.

"THE SECOND MRS. TANGUERAY."

Perhaps the most successful of all modern plays is *The Second Mrs. Tanqueray*, which will be revived for one performance by Mr. Brough this evening. It will be remembered that Mrs. Brough's rendering of the unfortunate heroine, Paula Tanqueray, was remarkably fine performance; indeed, it is generally conceded to be her greatest creation. Mr. Brough will appear as *Aubrey Tanqueray*.

The following is the complete cast of characters:

Sir George Orreyed, Bart., Mr. Orreyed Daly; Captain Hugh Ardall, Mr. Ernest Verne; Audrey Tanqueray, Mr. Brough; Cayley Drummond, Mr. Leslie Victor; Frank McHugh, Mr. Percy Walsh; Gordon Jayne, M.D., Mr. McIntyre; Morse, Mr. McLean; Lady Orreyed, Miss Temple; Mrs. Corrydon, Miss Susie Vaughan; Ellice, Miss Brenda Gibson; Paula, Mrs. Brough.

To-morrow night the ever popular *Nobie* is announced. On Saturday and Monday the first Brough production of *Facing the Music*, a merry farce by J. H. Darnley, author of *The Solicitor*, will be given in Hongkong.

BUBONIC PLAGUE THREATENS UNITED STATES VIA MEXICO.

Under this startling heading the *Manila Cable-news* publishes the following telegram dated New York, March 5th:—"The spread of the bubonic plague in Mexico is becoming terrific and almost the entire republic is now infected. Hundreds are dying in every part of the country. From its starting place in the south it has spread to the borders of the country and the United States is threatened. The state of Texas has already declared a quarantine against Mazatlan, where the situation some few weeks since was reported as the worse. From Canadian exchanges we learn that the authorities are thoroughly aroused to the danger of plague, and Seattle despatch goes so far as to allege that it is believed it threatens every city on the Pacific coast. An inspection quarantine against California is proposed, and at a special meeting of the Board of Health, this plan of protecting the people of this city and State will be discussed. Though no sign of the disease has been discovered here, the danger of its advent is seriously regarded. Any incoming train or boat, it is said, may bring an individual or a consignment of goods that has been infected, and against such a possible misfortune every care and caution will be exercised. For some months past, Japanese and Chinese arrivals from San Francisco

TELEGRAMS.

(Reuters.)

The Somaliland Expedition.

LONDON, March 9th.

An official communication from Col. Swayne dated Bohote, 3rd inst., says that two companies of Pioneers, 100 Somaliland-mounted infantry, 50 Camel Corps and a Marconi Telegraph Section now occupy Damot. The force arrived on the 4th inst. A small body of the enemy which was posted there retreated and were pursued by our mounted troops who killed three of the enemy and captured all their water camels. Col. Gough commanded the force. The Somalis were given a large share in the operations with unsatisfactory results and desertions were numerous.

LATER.

The Somaliland Expedition.

Col. Manning reports that the mounted troops occupied Galkay on the 3rd instant and the rest of the column on the 5th instant. The occupation was apparently unopposed and casualties confined to the enemy.

The Navy Estimates.

The Navy estimates gross, £3,846,841; a net increase of £3,202,000 mainly for ship-building repairs and maintenance. The programme includes the commencement of three new battleships, four first class cruisers, three protected cruisers, four scouts, fifteen destroyers and ten submarines. The number of officers and men is fixed at 127,100, an increase of 4,600.

TIENTIN DAY BY DAY.

(From Our Own Correspondent.)

Tientsin, February 21st.

There has been a temporary excitement of some magnitude here the last few days, forming a sort of climax to the ever increasing lightness of silver. A prominent native bank kept by the uncle of the compradore of the Yokohama Specie Bank suddenly suspended payment last Thursday, and panic resulted. The Bank was sufficiently large for the closing of its doors to mean qualified ruin to half a dozen other native institutions and the wildest stories were at first in circulation. It was stated that the bank proprietor had absconded, and the liabilities were over £10 million, involving the Yokohama Specie Bank. The latter now denies being involved, and the man has run away.

On the contrary his relatives, who are very wealthy are trying to effect a settlement, and the trouble has been virtually tided over. It was not a case of actual but merely temporary insolvency due to not being instantly able to realize on assets valuable enough in themselves, in other words, just shortness of cash. It is still said in some quarters that a foreign bank had made advances and pressed for payment at an inconvenient time, which precipitated the trouble. The affair served to illustrate what a stale things in the city are really and the effects of the rude break in banking transactions will long be felt if it does not actually provoke further closing. It is reported that another month will see the viceroy's bank finished, but no particulars are yet available as to whether this means it has been a failure or has paved the way to further enterprise. The new tael coinage which the viceroy talks of introducing will not help matters but rather serve to complicate them, as things stand. There is some indication that the merchants are beginning to realize the seriousness of the winding exchange, and the Chamber of Commerce is, I believe, rousing from its slumber and proposing to discuss the gold question.

Meanwhile though business is at a standstill, and one hears the cry of 'no money' on every hand, an enormous amount is being spent on preparations for the Court's visit to the West Tombs in April. A special official, Liang Mao-ting, has been appointed by Yuan to go and inspect the railway to the Tombs and effect all necessary repairs. He will then go himself and see that line and also the new palace at Peiping before proceeding to Peking, whence he will escort the Empress Dowager to the Tombs. This will run into about Tls. 600,000 perhaps much more, and with the Imperial sacrifices are done by proxy it only costs some Tls. 6,000. On the slightest excuse we see 'money pouring out like water for idle pleasure or armaments' and we turn to home papers and read that it was 'a wicked thing on the part of foreign powers to have imposed such an indemnity on the defeated, impoverished country like China!' Poor little China, indeed!

The boxes are drilling quite merrily in four or five districts S.W. of Peking and in several others nearer here. The Government troops have said unto them 'Go my children, this is untimely' and they have dispersed—until the next day. They must, of course, keep militant instincts alive until called for.

The site of the old Black Fort in the city, from whence we were largely bombarded, is to have a large Medical College built on it. The Japanese tried to work in oracle and get the place put under their management with ready-made doctors turned out every two years. But there are a few smart people of other nationalities connected with the college, among them a very advanced native doctor, and it does not follow therefore that Japanese visitors will be carried out.

ASK for ASAHI JAPANESE BEER.—
A. G. Girault.

THE HONGKONG TELEGRAPH, WEDNESDAY, MARCH 11, 1903.

CHINA AND SILVER.

Further honours are being contemplated for Jung-Lu and a few other kindred splits, and Prince Ching and the proper board have the matter in hand. Unless they make Jung Lu Emperor it is rather difficult to know what further intermediate honour he could have.

Gen. Wogack has returned to Tientsin, and the day after his arrival Mr. Pukotoff, the presiding genius of the Russo-Chinese Bank, and altogether the most interesting watch-requiring diplomat we have known in Peking, even in Pavloff's time, left in hot haste for Port Arthur.

February 22nd.

The T. A. D. C. last night gave us a capital performance of Carlton's *Liberty Hall* to a full house. The house would have been worth \$1,000 to any troupe coming up here as they charge \$3 a seat, the A.D.C. only \$2. Many have wished the Pollards would give us a week. Now that the military are here they would find the trip pay.

The port is opening again and in a few days the usual shipping will be re-established. But no snow or rain. A most remarkable winter to be followed perhaps by an equally remarkable summer. A letter just to hand from Kalgan says:

'The Russian tea-carrying trade has fallen off largely since the opening of the Siberian railway and the convenient port of Talienshan, hence our streets are not quite so blocked up with camel caravans.'

The new "Kalgan Police" with their title in large English letters on their uniforms are very much in evidence and help not a little to keep the streets passable. This was one of the many innovations introduced by Shen Yun-ho. The present Taotai knows far more Russian than English, but he is very friendly and often helpful. We had the unusual experience this year of having our New Year calls on high-officials returned in person.

A few days ago one of our missionaries met a company of about 30 roughs armed with naked swords passing through the town. They looked dangerous enough to be resurrected boxers. But they proved on inquiry to be a band of robbers whom Gen. Ma of Chengtu had routed out of their rendezvous among the eastern mountains, and they were proceeding undeterred to make another about 100 li west of Kalgan. The officials said it would be too much trouble to interfere with them."

A company of several hundred of Tung Fusung's soldiers crossed Mongolia about 100 li north of Kalgan in December. They were on their way to join their chief in Kansuh.

TIEN TSIN, February 25th.

It has leaked out that the long-distance ride to Peking was not quite such a picnic for the horses as it was first represented. The accounts telephoned and wired down from Peking on the arrival of the competitors represented both men and horses "fresh as paint" after their 7½ hours' ride. It now appears that several of the animals could hardly walk to the goal, arrived in a shockingly strained condition and four have since died. The riders are all right and have not even been made conspicuous by the S. P. C. A. Pretty outspoken condemnation of the whole affair indicates public opinion on the matter however. It is some consolation to know that the only Englishman who went in for the competition, and came in second, did not ride his horse to death or even maim him for life, but German horsemanship has not been displayed in a flattering light in Tientsin.

Those composing the fleet are the *Tosa*, *Shinano*, *Kaga*, *Iyo*, *Kioto* and *Kinshiu*. The latter, with the completion of her present voyage, goes on the Bombay run, being succeeded by the *Aki Maru*.

THE NAMES OF FOREIGNERS IN JAPANESE DOCUMENTS.

IMPORTANT DECISION OF THE MINISTER OF JUSTICE.

Our readers will be aware, says the *Kobe Chronicle*, that hitherto all documents relating to the personal status of foreigners registered with the Japanese authorities have had the foreign names transliterated in Japanese *kun*. We learn that the Minister of Justice, finding the inconvenience of the arrangement, has issued instructions to all officers, mayors, etc., having authority in such cases, that henceforth all foreign names registered must be inscribed in Japanese registers and documents in Roman letters, together with the Japanese characters. The order takes the following form:

"Foreigners residing in Japan, when in conformity with the law, they make a declaration concerning their personal status before the Japanese authorities, shall write on the document the foreign proper names not only in *katakana* but also in Latin characters. The name will have the honour of opening our eyes."

The skating and hockey are over, and so many families are preparing for home that everything seems a little out of gear this year.

February 26th.

An interesting case is now before the Consul and Viceroy which is more or less accurately set forth in a proclamation which the Viceroy published two days ago. It only remains for me to explain that the Mr. Pringle mentioned was the representative of the Chinese Engineering and Mining Co. who believed themselves entitled to carry on the agencies on the Grand Canal established by the original company, whereas the Chinese maintain as they are now a British company they are not entitled to. The Chinese quote the old 1858 Treaty, but it is questionable whether the 1901 Protocol does not justify the action of the Mining Company. The issue is being watched with interest.

The site of the old Black Fort in the city, from whence we were largely bombarded, is to have a large Medical College built on it. The Japanese tried to work in oracle and get the place put under their management with ready-made doctors turned out every two years. But there are a few smart people of other nationalities connected with the college, among them a very advanced native doctor, and it does not follow therefore that Japanese visitors will be carried out.

ASK for ASAHI JAPANESE BEER.—
A. G. Girault.

AMOY INTERNATIONAL CONCESSION.

THE MUNICIPAL COUNCIL.

We understand that a meeting of the rate-payers of the Kulangsu International Settlement will be held at the Amoy Club on Tuesday, 17th March inst., at 5 p.m. for the purpose of electing a Municipal Council. It is stated in a notice issued by Mr. S. Uyeno, Consul for Japan and the Senior Consul, that the following are qualified to vote:

1. Foreign owners of land on Kulangsu registered at a Consulate and of an assessed value of not less than \$1,000.
2. Authorized agents or proxies of land owners as above who are absent from the Port.
3. Foreign annual tax-payers of \$5 and upwards exclusive of license fees.

A provisional list of voters is appended to the notice and any others claiming to be entitled to vote have been requested to send in their names to Mr. J. J. Dunne.

FRENCH RAILWAY PLANT IN SIAM.

It may not be generally known that a French locomotive and French rolling stock are at work in Siam, remarks a Bangkok exchange. Moreover this plant served the Phrabat Company very efficiently indeed in dealing with their recent heavy traffic, as was only to be expected since it was supplied by the firm of Decauville and. This firm's railways, railway material and other engineering plant are known all over the world, and it should be noted that Mr. E. Foroni is sole agent for Siam.

THE "KELANTAN" RAISED—THE "MRDUSA" DOCKED.

According to the *Siam Observer*, of the 2nd instant, the staff of the Bangkok Dock Company succeeded that day in safely docking the wrecked *Kelantan*, which has now reverted to the name she bore prior to her going under the German flag, namely, *Medusa*. Many difficulties had to be overcome since the work of raising her was undertaken and those concerned fail to be warmly congratulated now that she rests firm and secure on the chocks. It will be remembered that she was sunk on colliding, on the afternoon of 12th November last, with the s.s. *Phra Chom Kla*. The latter steamer was leaving Bangkok with cargo when she met the *Kelantan* at the Bar coming in belligerant, and being unable to get out of each other's way, the *Phra Chom Kla* dashed into the port side of the *Kelantan*, her bows penetrating some eight feet into the latter's engine room. The *Kelantan*'s fires were flooded out and she sank, leaving only the half forward of the bridge afloat. The *Phra Chom Kla* went into dock at once and had her damaged bows repaired, but the *Kelantan* was sold to a syndicate as she lay. On 4th December, Messrs. Kerr and Aitchison with a staff of assistants all working under the direction of Mr. Dunlop, manager of Bangkok Dock Company, commenced operations with a view to raising the sunken vessel. The first difficulty encountered was that she was lying in some nine feet of mud and had a similar depth of clayey silt inside. Had it not been for the powerful "Bon Accord" 24-inch centrifugal pump, discharging at the rate of 10,000 gallons per minute, which the Company was able to put on board, it is doubtful whether the *Kelantan* would ever have re-floated. This pump was driven by a 9 and 15-inch engine, originally intended for a launch but commandeered for the salvage work, and a 9-inch "Robey" engine also pressed into the service. Steam was supplied by two return tubular boilers and, with the necessary fly wheel and belting, the whole plant answered very satisfactorily. In case of any breakdown, two auxiliary 8-inch pumps were fitted up and held in readiness. It was found that, owing to the rise and fall of the tide, the work could be carried on only at night time and this inconvenience considerably retarded progress. The vessel being so deeply embedded in mud made it an extremely difficult task for the divers to get at the rent in the ship's side—she had been cut right below the bilge keel—but everything possible was done to the ship from the outside after which the gap was sealed from the inside by the application of collision matting and tons of cement. This enabled the huge pump to master the leakage and the vessel was duly floated. She was then removed to shallower water at the Paknam forts. When the divers were able to work underneath her, additional mats were placed over the hole and braced tightly up with ropes. When the vessel was ready to be brought up to dock, Messrs. Fairweather and Macdonald went to Paknam and lent a hand. The size of the rent may be guessed when it is stated that the 24-inch pump had to be kept running all the time. As she now lies in dock, rusty and encrusted with barnacles, she is an object of interest to the many who visit her.

The *Medusa* was built in 1886 by Messrs. W. H. Potter and Sons, Liverpool. She is an iron screw steamer of 967 tons gross. Her length 237' 6" feet, beam 34' feet and depth 15' 4" feet. She originally belonged to Messrs. A. Holt and Co. but changed hands when that firm's blue funnel fleet was purchased by the North German Lloyd.

Commercial.

TO-DAY'S INTELLIGENCE.

The market opened with a still persistent demand for CHINA SUGARS at \$108, at which rate a small lot changed hands. An all-round inquiry held throughout the morning and before noon the price had gone up to \$110; at this rate business was done for the end of the month. The closing quotation is \$110 cash and equivalent rates forward, with strong buyers. BANKS have inquiries at \$690, and possibly a higher rate may be obtained if firm offers of shares are made. INDOS is still the puzzle of the hour and quotation is purely nominal at the declined rate of \$6, in absence of reported business. DOCKS are in strong demand at \$205; but holders refuse to part.

EXCHANGE.

ON LONDON, Telegraphic Transfer 1/71
Bank Bills, on demand 1/7 5/6
" Credits, 4 months' sight 1/7 1/2
" D'ments 4 months' sight 1/7 1/2

ON BERLIN, (demand) M. 1.65
ON PARIS, Bank Bills, on demand 2.023
" Credits, 4 months' sight 2.06
ON NEW YORK, Bank Bills, on demand 39
" Credits, 30 days' sight 39
ON BOMBAY, Telegraphic Transfer 1/91
" On demand 1/91
ON SHANGHAI, Telegraphic Transfer 73/1
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 78
Sovereigns, Bank's Buying Rate \$2.53
Gold Leaf 100 taels 65.20
Bar Silver 22 15/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW @ \$980	Per chec
" LAST YEAR @ 1,010/1,040	
" OLDEST @ 1,060/1,110	
PATNA NEW @ 1,124	
BENARES NEW @ 1,092 1/2	
PERSIAN (PAPER) @ 780/825	

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.
OUTWARDS.

FROM	STEAMERS	DUE ON
Glasgow and Liverpool	"PING SUEY"	12th March.
"	"OANFA"	21st "
"	"MENELAUS"	25th "
"	"JASON"	3rd April.
"	"AGAMEMNON"	9th "

S.S. "PING SUEY" left Singapore at 5 P.M. on 6th instant, and is due here 12th instant.

HOMEWARDS.

LONDON BERTH.

FOR	STEAMERS	TO SAIL ON
LONDON	"MACHAOON"	17th March.
" via GENOA	"KINFUCK"	31st March.
"	"PING SUEY"	14th April.
"	"JASON"	28th April.
"	"AGAMEMNON"	12th May.

LIVERPOOL BERTH.

LIVERPOOL	STEAMERS	TO SAIL ON
(Taking Cargo at London Rates.)	"NESTOR"	21st March.
" via GENOA	"DEUCALION"	23rd April.

CONTINENTAL BERTH.

MARSEILLES, LONDON AND ANTWERP	"GLAUCUS"	14th April.
"VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS via OANFA"	"OANFA"	23rd March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS via OANFA"	"OANFA"	23rd March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th March, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR.

FOOCHEW	STEAMERS	TO SAIL
"KWANGSI"	"	15th March.
"SHANGHAI"	"WHARFU"	15th "
"SHANGHAI"	"KUUKIANG"	18th "
"KOBE"	"ORINGTU"	20th "
TIENTSIN	"NANCHANG"	21st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUC'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th March, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT)	14th March, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	Do.	20th March, at Noon.
PERLA.....	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th March, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 26, 1903.
"INDRAVELLI"	4,899	W. E. Craven	April 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 11th March, 1903.

[1206c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR TAMSWI¹...."DAIJIN MARU"....T. OgataSUNDAY, 15th March.

FOR ANPING*...."MAIDZURU MARU"....T. Saito.....WEDNESDAY, 18th March.

FOR TAMSWI¹...."DAIGI MARU"....T. W. Groves....SUNDAY, 22nd March.

FOR FOOCHEW*...."ANPING MARU"....J. GotoWEDNESDAY, 25th March.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passages and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 11th March, 1903.

[1207e]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

HONGKONG-MANILA,

REDUC'D SALOON PAS-

SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation, Un-

rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th January, 1903.

[1205]

STEAM TO CANTON.

FRENCH MAIL

TWIN SCREW S.S. "SAN CHEUNG,"

95 Tons, Captain Murphy, leaves HONG-

KONG for CANTON at 5.30 p.m., on SUN-

DAYS, TUSSUES and THURSDAYS,

returning to Hongkong the following days,

leaving Canton at 5 P.M. Unexcelled accom-

modation for First Class Passengers. Hot and

Cold Water lead on Pipes to each Cabin.

Ship lighted throughout by Electricity.

Passage Fare \$1.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is East of the Hong-

kong Harbour Master's Office, and West of

Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903.

[1206]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Blanc, will be despatched for the

above Ports on or about THURSDAY, the

12th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th March, 1903.

VESSELS IN PORT.

STEAMERS.	
APENRADE, German steamer, 650, A. P.	Ulster, 9th Mar., Pakhol and Holhow General.—Jebens & Co.
ATHENIAN, British steamer, 4,886, Robinson, 6th Mar., Vancouver, N.C. 9th Feb., and Shanghai 6th Mar., General—C. P. R. Co.	CHINGTU, British steamer, 1,476, W. E. Brown, 5th Mar.,—Melbourne 30th Jan., Sydney 6th Feb., Port Darwin 21st, and Manila 2nd Mar., General—Butterfield & Swire.
DAIVA MARU, Japanese steamer, 1,733, D. Yoshida, 9th Mar.,—Moj 3rd Mar., Coal.—H. U. Jeffreys.	FOOMOON, German steamer, 875, H. Samnicke, 8th Mar.,—Manila 5th Mar., Ballast.—E. A. Trading Co.
HONOKON, French steamer, 750, H. Suzoni, 9th Mar.,—Haiphong and Hoitow 8th Mar., General and Pigs.—A. R. Martyn.	HONGKONG MARU, Japanese steamer, 6,169, W. E. Filmer, 6th Mar.,—San Francisco 5th Feb., via Honolulu 11th; Yokohama 24th, Kobe 27th, Nagasaki 1st Mar., and Shanghai 4th, Mails and General—P. M. S. S. Co.
IBADAN, British steamer, 473, W. Winch, 8th Mar.,—Bangkok 4th Mar., Ballast.—E. A. Trading Co.	ISCHIA, Italian steamer, 2,784, Alberto Muzio, 6th Mar.,—Bombay 17th Feb., and Singapore 26th, General—Carlowitz & Co.
KARIN, Swedish steamer, 697, G. Peterson, 23rd Feb.,—Bangkok 20th Feb.; Ballast.—Sander, Wieler & Co.	KONIGSBERG, German steamer, 3,135, H. Mayer, 10th Mar.,—Hamburg, 23rd Jan., and Singapore 4th Mar., General—Siemens & Co.
KWANGSE, British steamer, 1,240, H. Harris, 9th Mar.,—Chinawantau 3rd Mar., Coal.—Butterfield & Swire.	KYOTO MARU, Japanese steamer, 2,641, T. Sakurai, 8th Mar.,—Moj 3rd Mar., Coal.—Order.
LOONGSANG, British steamer, 1,117, G. S. Weigall, 9th Mar.,—Manila 6th March, General—Jardine, Matheson & Co.	MACHEW, German steamer, 995, H. Harjes, 8th Mar.,—Bangkok via Swatow 7th Mar., Rice and Teakwood—Meichers & Co.
MADELEINE RICKMERS, German steamer, 1,020, T. Sanders, 9th Mar.,—Bangkok 3rd Mar., Rice—Arnhold, Karberg & Co.	MAUSANG, British steamer, 1,644, W. D. Welsh, 6th Mar.,—Sandakan 28th Feb., Timber and General—Jardine, Matheson & Co.
OCEANA, German steamer, 453, F. Janke, 7th Mar.,—Sydney via Marseilles and Caro Island 22nd Feb., Copia—Siemssen & Co.	PRONTO, Norwegian steamer, 837, Th. Seeherg, 9th Mar.,—Haiphong and Hoitow 6th Mar., General—A. R. Martyn.
ROSETTA MARU, Japanese steamer, 2,403, N. Tate, 9th Mar.,—Manila 7th Mar., General—Toyo Kisen Kaisha.	ROSETTA MARU, Japanese steamer, 2,403, N. Tate, 9th Mar.,—Manila 7th Mar., General—Toyo Kisen Kaisha.
RUBI, British steamer, 1,617, R. W. Almond, 8th Mar.,—Manila 6th Mar., Specie and Hemp—Shewan, Tomes & Co.	SEIRSTAD, Norwegian steamer, 617, A. Larsen, 6th Mar.,—Singapore 27th Feb., Timber.—Tau Tye & Co.
SELUN, Norwegian steamer, 865, O. W. Sing, 8th Mar.,—Wuhu 28th Feb., Rice.—E. A. Trading Co.	SHINTAI, Japanese steamer, 1,388, K. Nakagawa, 4th Mar.,—Shanghai 1st Mar., General—Chinese.
SULLBERG, German steamer, 782, H. Meyer, 9th Mar.,—Iloilo, 5th March, Ballast.—Siemssen & Co.	THEA, German steamer, 934, H. Ohlerich, 9th Mar.,—Tsingtau 4th March, General—Jebens & Co.
TREMONT, American steamer, 9,695, T. W. Garlick, 10th Mar.,—Moj 6th Mar., General—Doddwell & Co., Ltd.	TSINTAU, German steamer, 1,008, O. Koch, 9th Mar.,—Bangkok 3rd Mar., Rice and General—Meichers & Co.
VICTORIA, American steamer, 2,112, J. Pantin, 10th Mar.,—Tacoma 6th Feb., General—Doddwell & Co., Ltd.	

SAILING VESSELS.

GROSSEVOR, British barque, 516, Boga, 14th June,—Mauritius 16th January, Sugar—Abdoela & Co.
HOLLISWOOD, American bark, 1,084, E. M. Knight, 23rd Feb.—Freemantle, W.A. 12th Dec., Sandewell—Gilmans & Co.
HOWARD D. TROOP, British 4-masted barque, 2,080, D. W. Corning, 6th Mar.,—New York 29th Oct., Petroleum—Standard Oil Co.
LOTHAIR, Italian barque, 794, Antonio M. Schiavino, 4th Dec.,—from Callao (Peru) General—Order.
ROSE, British barque, 786, Pow, 28th Feb.,—Freemantle 1st Nov., Sandal Wood—Order.
SENDAR, American schooner, 660, J. C. Dowling, 4th Feb.,—Manila 31st Jan., Ballast.—Order.

CHINA COAST METEOROLOGICAL REGISTER.

March 11th, 1903, a.m.

Wladivostok	a.m.	10.92	24	88	—	o	b
Nemuro	6 a.m.	29.80	—	SW	6	—	—
Hakodate	6 a.m.	30.01	—	SW	2	—	—
Tokio	6 a.m.	30.10	—	NW	2	—	—
Kochi	6 a.m.	30.03	—	E	2	—	—
Nagasaki	6 a.m.	30.03	—	NE	2	—	—
Kagoshima	6 a.m.	30.03	—	NE	2	—	—
Ohshima	6 a.m.	29.92	—	—	o	—	—
Naha	6 a.m.	29.92	—	—	o	—	—
Ishigakijima	6 a.m.	29.92	—	NE	4	—	—
Taihoku	5 a.m.	29.92	—	E	o	—	—
Taicho	5 a.m.	29.91	—	o	—	—	—
Tainan	5 a.m.	29.89	—	N	2	—	—
Koshoiu	5 a.m.	29.88	—	NW	2	—	—
Pescadores	5 a.m.	29.91	—	N	8	—	—
Weihaiwei	9 a.m.	—	—	—	—	—	—
Gutian	—	30.10	46	84	NE	2	c
Sharp Peak	—	30.07	53	93	ENE	3	c
Amoy	6 a.m.	30.04	58	94	NE	4	c
Swatow	6 a.m.	—	—	—	o	—	—
Canton	6 a.m.	—	—	—	o	—	—
Hongkong	10 a.m.	29.99	68	—	o	—	—
Victoria Peak	—	29.98	73	92	NW	3	SSW
Gap Rock	—	29.96	—	—	S	—	—
Macao	—	29.97	74	—	o	c	—
Haiphong	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Malacca	9 a.m.	—	—	—	b	—	—
Bacolod	—	—	—	—	NE	4	b
Iloilo	—	29.98	79	—	o	b	—
Cebu	—	29.98	82	—	o	b	—
C. St. James Is.	—	—	—	—	—	—	—

YESTERDAY.

WEATHER REPORT.

Barometer	10 a.m.	30.01	29.92
Temperature	10 a.m.	74	75
Humidity	87	84	—
Rainfall	—	—	—

VISITORS AT THE HONGKONG HOTEL.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE POINT UPWARDS indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE POINT DOWNWARDS indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff or the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

VISITORS AT THE QUEENS HOTEL.

O'Leary, U.S.A., Paymaster and Mrs. C. R. Kenyon, Mr. L. W. V. O'Leary, Master-Lloyd, R. Mungrave, Mrs. Rice, Miss Dorothy Nobbs, A. P.

Day, J. S. Jewell, Mrs. F. F. Gerard, Capt. Kellerhoff, E. Key, Dr.

VISITORS AT THE KOWLOON HOTEL.

Morrison, J. D. Pezare, T. Sator, Lieut. Vandepool, Mr. Wandres, F.

F. G. Fioc, Acting Director.

Hongkong Observatory, 24th July, 1903.

THE SHARE MARKET.

LATEST QUOTATIONS.

(MARCH 11th.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
Hongkong and Shanghai Banking Corporation	\$ 125	{ Div. of \$1.10/- and bonus of 10/- @ 1/7 } \$25.25 for half-year ending 31/12/1902.	3690 buyers
National Bank of China, Limited	\$ 8	{ \$1.50 per A. shares for 1902 \$1.96/- per B. shares for 1902 }	221 buyers

Gentlemen's
Outfitting
Department
Now Open.
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.
28, Queen's Road
Opposite
Hongkong Hotel.

FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,
CREPE DE CHINE, BRIDAL NET,
EMBROIDERED DRESS NETS,
AND LACE ROBES.

LACE COLLARS AND TIES
IN THE VERY LATEST DESIGNS. NOVELTIES IN
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.

SILK, WOOL, AND COTTON GARMENTS. NAINSOOK
GARMENTS FOR SUMMER WEAR.

HOSIERY FOR LADIES
AND CHILDREN. EMBROIDERED AND LACE FRONDED
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

CORSETS

IN THE FOLLOWING MAKES:-MADAM LEIDER,
PRIMA DONNA, SANAKOR, MODEL, AND NEW
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS
IN LARGE VARIETY.

SUMMER MUSLINS
AND DRESS GOODS. OUR STOCK OF THESE
GOODS WILL BE PERFECT.

HOUSEHOLD LINENS.

ALL KINDS OF LINENS, LININGS, CALICOES,
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.

BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES
STOCKED IN ENGLISH AND AMERICAN SHAPES.
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.
IT INCLUDES ALL KINDS OF THE BEST MAKES IN
LADIES' AND CHILDREN'S SMART FOOT WEAR.

February 25th.

GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.
SCIENTIFICALLY CUT AND PERFECT FITTING.
"THE HONG" SHIRT FOR BUSINESS,
"THE EMPIRE" FOR DRESS WEAR.

SMART NECKWEAR.
OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PANAMAS
IN ALL THE LATEST SHAPES FOR 1903.

BOOTS A SPECIALTY.

AMERICAN SHAPES, ENGLISH LEATHER AND
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK
WILLOW CALF FOR WALKING. WHITE AND BUFF
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK
WILL BE THE LARGEST AND MOST COMPLETE
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.

NOTE ADDRESS: 28 QUEEN'S ROAD.

MILLINERY DEPARTMENT.

PARISIENNE CREATIONS.

WE ALWAYS HOLD A CHOICE SELECTION
OF HATS AND BONNETS.

DIRECT FROM THE BEST PARISIENNE HOUSES. A
LARGE STOCK OF BURNT AND TUSCAN STRAWS.
LIGHT WALKING HATS-WHITE, BLACK AND
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER
UNDER EUROPEAN SUPERVISION.

TRUNK DEPARTMENT.

A LARGE STOCK OF CABIN AND OVERLAND TRUNKS.
KIT BAGS, GLADSTONES, PORTMANTEAUX AND
DRESSING BAGS, IN ALL SIZES AND KINDS.

R. G. HECKFORD,
MANAGER.